WILL IT PAY!

By Hon. Schuyler Colfax, Vice-President of the United States.

A little over five years ago Messrs. Bross, Bowles, Richardson, and the writer hereof made a stage-coach journey from the Missouri river to California, and thence up the Pacific coast through that State and Oregon and Washington Territory, to Puget Sound and Vancouver's Island. When we returned we all stated to the public that the Pacific Railroad could be and ought to be completed within five years; that it could be run as regularly and as uninterruptedly as our Eastern roads; that subsidy and the land grant proffered by Congress were sufficient for its construc-tion, and that its receipts would be largely in excess of its expenses, from the very day on which it should be opened for travel and freights. Very many doubted the correctness of these statements. But they have been more than verified. In but little over half the time suggested the railroad became an established fact. Its trains have been run with great regularity and freedom from accident. And the avails of its land grant, when realized, will, with the subsidy bonds received from the Government, cover all the actual cost of the construc-

But if we had predicted, in addition, that the total receipts of the railroad line from Omaha to San Francisco, operated by the two companies (the Union and Central Pacific), would be, as they prove to be. FOURTEEN MILLIONS OF DOL-LARS PER YEAR, and the net receipts over expenses SIX MILLIONS PER YEAR, would not nine out of every ten have turned incredulously away? Their estimates for 1871 reach the still larger sum of sixteen millions gross and eight millions net, even with the competition, at each end of the line, of the Kansas Pacific road on the east, and the California Pacific on the west; and I do not doubt that these estimates for the coming year will be realized.

All experience in this rapidly-growing country has proven that the locomotive is not only the civilizer but the developer of our States and Territories. Wherever its pillar of cloud by day and its pillar of fire by night are seen, and wherever stern Nature does not positively pro-hibit it, emigration is invited, villages and cities spring up, agriculture and the mechanical arts thrive, water power is utilized, manufactories are established, resources are developed, business is literally created, and the waste places are isolated and solitary no more. Take a region through which a daily stage-coach has heretofore been supported. Build a railroad. And, unless the locality actually forbids settle ment or business, as a marsh or land absolutely untillable, the passenger and freight trains on the line will, within a few years, be far beyond all original estimates. Build another road, and another, on lines twenty to fifty miles distant, and the same results follow, without affecting, in any marked degree, the original line.

fact, the railroad development of the United States is one of the most wonderful of the wondrous incidents of its history, and one of the most potential elements of its extraordinary advance in all that makes a nation great. Thirty years ago, when there were no railroads in Indiana or Illinois, I heard an ex Governor, in a public address at Indianapolis, prophesy that, within the lifetime of some of his hearers, that city, with then but a few thousand inhabitants, would become the hub of a great railroad system, lines of road running from it in every direction, like the spokes of a wheel from the hub. This prediction was laughed at as the dream of a crack-brained enthusiast. Not only, however, has it been literally fulfilled, but who ever will look at a railroad map of those two States will, even if they reside within their limits, be surprised when they aggregate together the number of miles of railroads built and being built, where but thirty years ago they were so utterly unknown.

know that some of the many railroads in the United States have not reimbursed their builders. Extravagant prices for construction, heavy discounts on bonds, ruinous competition with other lines, and reckless mismanagement have rendered some of them poor pecuniary investments. But I doubt whether any railroad can be found that has proved a loss, considered in its relations to the aggregate wealth of the nation. Even if every dollar expended in its con-struction were lost, I doubt if there is any railroad now in operation which has not raised the value of the lands along its line to the full amount of its cost, saying nothing of the benefits it has conferred on the people in quick and easy transit and ready and accessible market for all products of industry, as compared with the op-portunities of "the olden time." That the powers of railroad companies are sometimes wielded oppressively does not impair the strength of this tatement.

But the question proposed to be considered in this article relative to the Northern Pacific Railroad is, "WILL IT PAY?" Before the American people invest in great enterprises, no matter now important they may be to the development of national resources, the advancement of the republic in power and wealth, and the founding of prosperous States to add to its glory, they carefully consider this brief but important question which I have used as a caption. I. At the risk of being considered an enthu-

siast, as I was a few years ago, in regard to the Central line, I predict that all three of the transcontinental lines—Northern, Central, and Southern-will, under wise management, prove remunerative to their builders, as they certainly will to the nation. Hundreds of miles apart, they traverse our vast interior, waiting and ready for development-the future home, not only of millions of our own population, but of the millions flocking to our open gates from the Old World. They have different and widelyseparated termini on the Pacific, as they have at this end of their respective lines. And each has advantages peculiar to itself.

II. The first advantage that can be claimed for the Northern Pacific is that it has no govern-mental subsidy bonds. No principal or interest of government aid is to remain, upon its completion, an incumbrance, then or upon its receipts. Every dellar that it earns for transportation, soilitary, or postal service for the United States goes into its treasury, with its other receipts from passengers or freights. And thus the absence of subsidy bonds will preve hereafter a blessing instead of an in-

III. Instead of the pecuniary aid given in bonds to the Central line, the United States magnificently endowed this line with a land grant, double in its area to that conferred upon the other. Over fifty millions of acres in alternate sections were ceded to it to aid in its construction, with the power to mortgage them, as well as the road itself, and the right of selection extended to so wide a breadth of country that, unlike other land grants, the company is sure to obtain the full amount intended to be con-This "superh estate," larger than all New England, seven times as large as Belgium, is a free gift from the nation, and opens up to settlement an immense region, now compara-tively unpeopled, because inaccessible, while it renders the other fifty millions of acres reserved by the United States more than doubly valuable instead of being, as it would be without railroad

facilities, comparatively valueless for many

years to come. IV. The estimated cost of the two thousand miles of road from Lake Superior, via Portland, Oregon, to Puget Sound, with rolling stock, station-houses, freight depots, and engine shops is eighty-five millions of dollars. And it is not chimerical to suppose, as indeed it was argued in Congress, that the avails of the lands granted to the company will be more than sufficient to build and equip the entire road. The grant to the Illinois Central Railroad has realized about \$11 per acre. But this would scarcely be a fair test of comparison. The Laud Company, which is purchasing the lands granted to the Kansas Pacific Rallroad, received last year an average of \$4.31 per acre for the lands sold by them. The lands sold by the Union Pacific Railroad have averaged \$4.46 per acre, and its new President, Thomas A. Scott, so widely known as one of the most sagacious and accurate railroad managers in the whole country, estimates the receipts for the remainder of the

THE NORTHERN PACIFIC RAILROAD.

[SECOND ARTICLE.]

[SECOND ARTICLE.] ponbt that the future will more than vindicate

this careful estimate. It will not be unjust to the two last roads to claim that the land grant of the Northern Pacific Railroad, by its fertility and climate, exceeds theirs in value. Ex-Governor Ashley, who has travelled extensively over Montana, Idaho, Oregon, and Washington Territory, and has studied the remarkable results of the isothermal lines, compares the climate of Montana to Pennsylvania, of Idaho and Eastern Oregon to Virginia, and of the region beyond the Cascade Mountains up to Paget Sound to North Carolina; and my own observation of the latter region coincides with his. Indeed, the Governor General of Vancouver's Island told our party, in 1865, that summer flowers in their open gardens were not injured by frosts one winter out of four! Minnesota, through which the first two hundred and fifty miles of the road run, has cold winters; but its reputation as a wheat-growing region and healthy climate are known of all men Professor Blodget, in his great work, "The Climatology of the United States," says that the whole of that immense portion of the Union west of the 98th meridian and above the 43d parallel (which is almost exactly bisected by the Northern Pacific line) "is perfectly adapted to the ullest occupation by cultivated nations, and has an immense and yet unmeasured capacity for occupation and expansion." Hon. E. D. Mansfield, one of the highest authorities on statistical, industrial, and climatic questions, says:—"The climate of the region from the Upper Missouri to the Saska: chawan (northwest of Montana) is exactly that which is Europea its description."

actly that which in Europe is deemed the beat for grain-growing." And Hon, J. S. Wilson, late Commissioner of the Land Office, indorses the opinion of Governor Stevens, that "not more than one-fifth of the land from Red river to Puget Sound is unsuited for cultivation, and that this fifth is largely made up of mountains, covered with bunch grass and valuable timber, and filled with the precious metals:" and Mr. W. himself adds:-"An immense agricultural area is here awaiting development. Each section of the road, as completed, will, from local traffic alone, find ample returns for its investment."

VI. Valuable as this land grant is, therefore, as an ample security for the bonds based on it and in addition to the security of the road itself, it is even more valuable to the future of the railroad as homes for the vast numbers of people who are to furnish its local traffic. Over a large portion of it cattle can roam unsheltered through the entire year, feeding themselves on what is "grass in summer and cured hay in winter;" and their raising and shipment, always a lucrative business where the cost is low and the market accessible and certain, will rank next to agriculture in its importance to the revenues of the road.

VII. I will not make any estimate as to its general way business, but merely throw to-gether a few incidental references to it. The trade of the Valley of the Columbia is already large and steadily increasing. The wagon service of the United States, in supplying its twenty odd northern military posts, costs several mil-lions per year. At Red river the Northern Pacific connects with steamboat navigation for the fertile Pembina and Saskatchawan regions of the British Possessions. The navigable streams which it touches or crosses on both sides of the mountains give it the advantages of branch lines for the concentration and distribution of business. The mining interests of Montana, Idaho, and Washington Territory, estimated, even in their present inaccessibility, at twenty millions per year, will furnish a heavy business in freights, for supplies, machinery, shipment of ores, etc. And, without enlarging on this head, the fact that in 1870 eighteen millions of pounds of freight were wagoned four hundred miles into Montana, over a rugged country, at a cost of fifteen cents per pound, gives a faint idea of the way-business already waiting for the completion of this road. VIII. The through business of this line will, I

the moderate estimates of projectors. It has the advantage, at its eastern terminus, of its connection not only with the railroad system of the Northwest at St. Paul, but with the head of our chain of lakes (far west of the longitude of St. Louis or Galena). with their water-way, at cheap rates, during the seven months of the year, from the very centre of the continent to the Atlantic Ocean. By the Central Pacific line it is twenty-four hundred miles from Chicago, at the head of Lake Michigan, to San Francisco. By the Northern Pacific it is only two thousand from the head of Lake Superior (as near to Buffalo as is Chicago) to Puget Sound. (By the direct line across the Cascade range it will be less than eighteen hundred miles.) And at Puget Sound vessels are at least two days nearer to China than at San Francisco. The highest elevation on the Northern Pacific line is five thousand feet above the sea. Where the Central line crosses the Rocky Mountains the elevation is eight thousand, and at the Sierra Nevada seven thousand feet above the sea, with an ascending grade, coming east, of over one hundred feel per mile for seventy miles. This advantage of distance and grades cannot fail to largely affect the through freights from the far East, which are to cross our Continent on their road to the interior, the Atlantic, or to Europe. Besides this Asiatic trade, and the trade of the North Pacific coast, the salmon fisheries of Paget Sound and the Columbia are absolutely exhanstless, as every one knows who has seen the innumerable quantities of them which literally crowd the water courses; and the shipment of them in a cured state will doubtless be immense. IX. Finally, as the road will be pushed for-

ward to completion as rapidly as a judicious economy of means will allow, millions will not be wasted in undue haste. The rapid construc-tion of the Central line, after the two companies building it were fairly under way, was almost the wonder of the world. Each desired to secure as many miles as possible, as the law enacted that wherever the iron rails met should be the junction, each holding what it had built and no more, and each receiving the subsidy bonds and land grants accordingly. Never was such railroad building seen before. By night as well as by day, in all weathers, at any cost, and with supplies gathered from all parts of the United States, regardless of expense, the companies quickly other. Ten miles neared other. each

laid per day—an unheard-of feat be-Hundreds of miles of the rival tracks were were graded side by side, waiting for the ties and the iron. All that money and almost superhuman energy could achieve were accomplished. And, at last, at Promontory Point, on the borders of the Great Salt Lake, the locomotives from the West and the East met on their pathways, and the continent was spanned. But this contest of the glants necessarily cost millions on millions. Even with all its prosperous future before it, the Northern Pacific, free as it is from any such costly competition, can afford to husband its means, and construct its line rapidly, yet economically; and for this reason, as well those I have really but glanced at in this article, I can answer the question with which I opened —"It will pay."—New York Independent.

## PEWS SUMMARY.

City Affairs.

-The Public Buildings Commission yesterday directed Mr. McLaughlin, who has the contract for excavating the Penn Squares not to proceed until requested by the board.

The Fire Commissioners yesterday discharged a fireman for neglect of duty, and ordered the purchase of 352 feet of an im-

proved hose. -At the meeting of the Board of Education yesterday, Mr. Gratz, chairman of the special committee of five to investigate the charges of official misconduct against the Secretary of the board, made a report clearing him from all improper motives in the affair. The report was agreed toyeas 23, nays 2. The Committee on Revision of studies recommended but one session in the public schools during June, July, and September, which was agreed to by the board. The part relative to September was changed

sion in the morning were made from 9 to 12 to the hours of session in the afternoon, they were allowed to remain as they are at present, from 2 to 41 o'clock. .

Domestic Affairs. -There is a prospect of Congress adjourning on Saturday.

-A vote on the Ku-klux bill is looked for in the Senate on Thursday. -Minister Schenck's salary bill has passed

the House and will now go to the President. -Two hundred passengers recently passed through Omaha for California in one day. -A number of postal changes were made

by the Postmaster-General in Pennsy vania yesterday. -A colored man was beaten to death in Elmira the other day by two men, who have

been arrested. -Fruit prospects in Kansas were never finer. The emigration to the State is unprecedentedly large.

-A tremendous rain storm visited Pottsville and its vicinity yesterday, doing some little damage. -An armistice between Spain and the Pa-

cific republies of South America was signed yesterday at the State Department. -Sioux City, Iowa, and its neighborhood have been visited by a very violent snow storm, which commenced on Sunday evening. -The Board of Canvassers in Connecticut have postponed the canvass for Governor,

State efficers, and members of Congress until the 21st inst. -Before the Senate can consider the House Amnesty bill, its rule in reference to this session's business will have to be modified. An effort will be made in that

direction. -Senator Sherman presented a resolution yesterday calling upon the Senate Finance Committee to devise a plan for the simplifi-cation and reduction of internal taxation.

-The bill to establish a House of Correction was passed in the House at Harrisburg, but, on the motion of Mr. Josephs, was reconsidered, and, after a short talk, laid over until to-day.

-A meeting of the Council of the W. B. A. was held at Mauch Chunk yesterday. After a long discussion a committee was appointed to consider the question of arbitration. The majority reported in favor thereof, but the council, when the reports were submitted, voted against arbitration.

Foreign Affairs.

-Several Communist repulses are reported. A deputation has been sent to Versailles, by the Commune, to offer terms. -The Nationals bave, it is reported, par-

tially repaired the damages at Porte Maillot. -England is trying to persuade Germany to interfere for the restoration of order in France.

-The Central Committee express disap pointment and disgust at the work of the -The Government troops are confessedly masters of the situation at Neuilly, but the

fire from Fort Valerien has been slackened from a desire to spare the inhabitants of Paris as much as possible. -An assault on Paris is expected to-day through the breach at Porte Maillot. A bloody fight is thought certain, as the Communists are barricading every street, and

have one hundred thousand desperate men.

SPECIAL NOTICES.

HOSTICULTURAL TRIP TO CALIFORNIA. LECTURE FOR THE BENEFIT OF THE HOR-TICULTURAL SOCIETY, HORTICULTURAL HALL, THURSDAY EVENING, April 13,

THURSDAY EVENING, April 18,
By Hon. M. P. WILBER. OF BOSTON.
Descriptions of the Vineyards, Pear Orchards,
Grain and Stock Farms, Semi-Tropical Fruit Culture, Scenery, and Social Life of California.
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Chesnut street, and Gould & Fischer's, No. 923 Chesput street.

4 11 3t

DEPARTMENT OF HIGHWAYS.

OFFICE OF CHIRF COMMISSIONER,) No. 104 S. FIFTH STREET,
PHILADELPHIA, April S, 1871.

Notice is hereby given that from and after MONDAY, the 10th inst., all travel will be suspended
from PENROSE FERRY BRIDGE until further This course is necessary in order to repair w, etc. MAHLON H. DICKINSON, the draw, etc. Chief Commissioner of Highways.

NORTHERN LIBERTIES AND PENN TOWNSHIP RAILROAD CO., Office No. 227 S. FOURTH Street.

The Annual Meeting of the Stockholders of this Company, and an Election for Officers to serve for the ensuing year, will be held at the Office of the Company, on MONDAY, the 1st day of May next, at 11% O'clock A. M. ALBERT FOSTER. ALBERT FOSTER clock A. M. Secretary. SCHUYLKILL AND SUSQUEHANNA RAIL

ROAD COMPANY, Office, No. 227 South FOURTH Street. PHILADELPHIA, April 10, 1871.

The Annual Meeting of the Stockholders of this Company and an Election for President and six Managers will take place at the Office of the Company on MONDAY, the 1st day of May next, at 12 o'clock M.

ALBERT FOSTER,
Secretary. Secretary.

THE ANNUAL MEETING OF THE Stockholders of the BAKER SILVER MINING COMPANY, of Colorado, will be held at the office of the company on THURSDAY, April 20, 1871, at 12 o'clock, noon, for the election of directors, and for the transaction of such other basiness as may JOHN WIEST, be deemed necessary. Secretary.

OFFICE OF THE FRANKLIN FIRE IN-SURANCE COMPANY,
PHILADELPHIA, April 3, 1871.
At a meeting of the Board of Directors, held this day, a QUARTERLY DIVIDEND of BIGHT DOL-LARS per share was declared, PAYABLE IN GOLD to the stockholders on and after the light instant

to the stockholders on and after the 15th instant, clear of all taxes.

J. W. McALLISTER, Secretary.

THE BOARD OF DIRECTORS OF THE LEHIGH VALLEY RAILROAD COMPANY have declared a quarterly dividend of TWO AND A HALF PER CENT., payable at their office, No. 303 WALNUT Street, up stairs, on and after SATURDAY, April 15, 1871. L. CHAMBERLAIN, 3 81 fm wials

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Zoology, Peabody Museum of Archæology, Episcopal Theological School, The next academic year begins on September 28,

The first examination for admission to Harvard College will begin June 49, at S A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools," will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical a'ternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES,-Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, ad-J. W. HARRIS, dress Secretary.

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ble Prizes and kindly permit us to publish them: Andrew J. Burns, Chicago, \$10,000; Miss Clara
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PROPOSALS.

SEALED PROPOSALS in triplicate will be received at this office until 12 o'clock M. on MONDAY, May 8, 1871, for the delivery of fifteen (15) cords of merchantable hard Wood, at each of the followingnamed National Cemeteries, viz.:—

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456t Major and Quartermaster U. S Army.

to this office. HENRY C. HODGES,

QUARTERMASTER'S OFFICE, U. S. ARMY PHILADELPHIA, Pa., March 30, 1871. SEALED PROPOSALS in duplicate will be re-ceived at this office until 12 o'clock M. on Monday, May 1, 1871, for building a brick or stone wall with one double and one single fron gate, around the National Crmetery at Annapolis, Md. Bidders will be required to specify the price per lineal foot, and no bid will be entertained that does not cenform to this requirement. Forms for proposals and specifications furnished upon application to HENRY C. HODGES,

L'RANKFORD ARSENAL, OFFICE A. C. S. PHILADELPHIA, Pa., March 15, 1871. SEALED PROPOSALS in duplicate will be received at this office until 12 M., April 15, 1871, for furnishing the fresh beef required by the Subsistence Department, U. S. A., at this station during the two months commencing May 1, 1871, Information as to conditions, quality of beef, payments, etc., can be obtained by application to

Major and Quartermaster U. S. A.

can be obtained by application to WILLIAM PRINCE, First Lieut. Ord., A. C. S.

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Mme. Josephine & chimpf, Mr. Geo. Simpson, of
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by permission of Mrs John Drew; and Mr. Frank
Glider, Solo Pianist; Assistant Conductor, Mr. W. G. Dietrich. Tickets, \$1 60.

Doors open at 7 M. Commence at S.

Tickets for sale at North's, Gould's, and Boner's
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